

Current SKUSA RULEBOOK

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Superkarts! USA

Superkarts! USA Inc. is a sanctioning body that is dedicated to High Performance Kart racing in North America. As such, Superkarts! USA (SKUSA) desires to develop the sport of kart racing into a truly professional motor sport that makes every effort to meet the needs of kart racers in North America.



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2020 SUPERKARTS! USA RULES AND REGULATIONS

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2020 SUPERKARTS! USA RULES AND REGULATIONS

10. OPERATIONAL POLICIES

10.1. GENERAL

10.1.1. Spirit and Intent: "If this book does not say you can, you can't!" Guidelines offered in this publication are subject to the term "Spirit and Intent" and apply to the technical aspects of kart racing as well as to the actions of drivers and crewmembers. In this book, "shall" is mandatory and "may" is permissive. It is expected that all participants will adhere to the "Spirit and Intent" of these rules. These are guidelines for fair and equitable competition. They are not the basis to "read between the lines" in order to circumvent the intent. Superkarts! USA (hereinafter referred to as SKUSA) does not intend to become bogged down by internal litigation. If you are the type of person that is intent on finding loopholes, then it is imperative that you re-evaluate your association with SKUSA. The "Spirit and Intent" clause allows the Race Director to make timely decisions and resolve disputes. If you are contemplating a technical undertaking that is not directly addressed in these rules, please contact the National Technical Director to ensure it is legal and will be allowed.

10.1.2. Rules Disclaimer: These rules shall govern all SKUSA events and, by participation in these events, all entrants are deemed to have understood and complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport, and are in no way a guarantee or warranty against injury or death to participants, spectators, or others.

10.1.3. Rules Revisions: Revisions subsequent to this printing will be available on the www.superkartsusa.com website. Such revisions supersede the related sections in this document. While every attempt will be made to provide a 30-day notice of a rule change, it may become necessary to implement changes more rapidly. The implementation date of any change will be clearly stated. Any rule changes are effective immediately unless otherwise noted.

10.1.4. Consumables Disclaimer: SKUSA reserves the right to make changes to products provided to the competitor (e.g., tires, fuel, etc.). SKUSA shall make every effort to provide reasonable notice of such changes.

10.1.5. Liability Forms

10.1.5.1. Liability Waiver: All drivers shall sign a waiver and release of liability before participating in any SKUSA event. The entrant and/or driver, in submitting the entry form for any SKUSA event, agrees to hold SKUSA, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from any and all liability. This includes, but is not limited to: injury to persons, property, employees

and/or reputation that may be sustained by said entrant or driver; from all claims of said injuries to parties listed above growing out of, or as a result of the event contemplated under the entry form; or caused by any construction or conditions of the course over which the event is held.

10.1.5.2. Parental Consent Form: It is mandatory that the parent or legal guardian for any minor that will be in any restricted area to complete the “Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement” before being allowed to participate in or attend a SKUSA event.

10.2. ENTRIES

- 10.2.1. Official Entry:** The driver is the official entry in a SKUSA racing event. That driver can enter and race only one chassis per class at an event, and there shall be no substitutions of the chassis without the permission of the Technical Director. Viable reasons include a bent or broken chassis. The Technical Director is to consider all safety concerns involved. The kart chassis is official once the first competitive green flag (qualifications, first heat, etc.) is thrown on that kart chassis. A driver may practice with as many chassis as he or she wishes that have cleared self-tech, but once competition begins, the driver is bound to the declared chassis that has cleared tech for the remainder of the event competition. A SKUSA chassis band may be supplied in the driver entry packet. If provided, it must be affixed to the chassis and will be considered a standard tech item for that event. It is also the sole responsibility of the driver to specify the chassis number on applicable forms.
- 10.2.2.** A kart chassis can have only one entrant competing with it per class. A kart and driver may be entered in more than one class, but only if the kart and driver meet all the requirements of all entered classes. The kart chassis identification number may be recorded or the chassis will be marked after qualifying.
- 10.2.3.** Drivers entered in more than one class are expected to qualify and race all heats and the final. Failure to do so may result in penalties or disqualification.
- 10.2.4. Entry Refunds:** No entry refunds are allowed once the kart has taken the track on competition day. Pre-entry refunds or credits will be at the discretion of the race registration official.
- 10.2.5. Substitute Drivers:** Substitute drivers are not allowed once the first timed competition session has begun.

10.3. PARTICIPANTS

- 10.3.1. Drivers and Crewmembers:** Anyone entering the pit area at a SKUSA sanctioned, affiliated, or insured race, including pit crew, track officials, tech personnel, or other personnel, MUST sign the “Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement” and be in possession of proper credentials prior to

engaging in race preparation. Failure by anyone to comply may result in disqualification, suspension, or other action as deemed appropriate by the Race Director or other SKUSA officials. SKUSA is, always, empowered to determine the number of persons per entry that may be permitted access to the pit area. SKUSA may revoke permission, as may have been granted any individual, for misbehavior or non-compliance with these competition regulations, or for disobedience of a race official's orders. Such revocation of privilege may lead to expulsion from the pit area and/or from the track property. The driver is responsible for the actions of their pit crew at all times. The disciplinary actions taken against the pit crew will be levied against both the pit crew and the registered entrant/driver. No person can drive a kart on the track other than the registered, licensed driver for any reason whatsoever.

10.3.2. Appearance: It is essential that every effort be made to present the most professional racing appearance possible. To this end, certain minimum requirements shall be imposed on all competitors. All SKUSA events will require clean and professional driver and team attires. Obvious violations of this policy may result in revocation of entry or expulsion of team member.

10.3.2.1. Driver: All members competing in SKUSA events shall maintain a clean, neat appearance. Driver wear shall be clean for each event. An official SKUSA patch may be displayed on the upper half of the front of their driving suits at all events.

10.3.2.2. Kart: Series or class sponsor decals shall be displayed as directed. SKUSA decals shall be displayed prominently for national events. All other appearance elements of the racing vehicle should reflect the highest possible standards.

10.3.2.3. Crewmembers: All crewmembers shall maintain a high standard of appearance at all events. During the "Official" event days, teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

10.4. SAFETY is the primary concern of SKUSA at all its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to reinforce the safety standards of the sport.

10.4.1. Disclaimers: Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crewmembers, officials, promoters, and SKUSA have taken measures to reduce the risk of serious injury or death, the risk cannot be eliminated and will always be present at a high level. Although safety is everyone's concern, SKUSA cannot, and is not, responsible for all or even most aspects of the safety effort. That responsibility rests with the various participants in the event(s) as follows:

10.4.1.1. Promoter Liability: The event promoter is directly and finally responsible to ensure that the racing facilities are adequate, including safety personnel and equipment for the event, both for the purpose of preventing injury where reasonably possible, and responding to injury when it occurs. The event promoter is further responsible for ensuring the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury.

10.4.1.2. SKUSA Responsibility: Employees and representatives of SKUSA, when they are present at an event, shall inform the promoter of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interest of safety. In general, however, SKUSA employees and representatives are not present at events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, SKUSA cannot and does not take responsibility to ensure the adequacy, for the purposes of safety, of the racing facility, safety personnel or equipment, or conditions at the track. The promoter and the competitors are solely and ultimately responsible for such matters at all SKUSA events. SKUSA reserves the right to cancel, reschedule, or delay a race at its sole discretion if the safety of competitors, spectators, crewmembers, or staff members is at risk for any reason.

10.4.1.3. Competitors' Responsibility: Competitors are closer to the racing facilities, track conditions, safety personnel and equipment than are SKUSA officials or the promoter, and are, therefore, better able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe, and promptly report to the Race Director any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors also are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crewmember) in a manner designed to minimize to the maximum extent possible the risk of injury or death to themselves and others. *Neither SKUSA nor the promoter will assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.*

10.4.1.3.1 Fire Extinguishers: Every entrant's pit area shall have a minimum of one 5-lb type ABC rated fire

extinguisher (Type 2A 10BC) with current inspection for every 400 square feet of pit area. Fire extinguishers must always be visible and accessible. Competitors with trailers over 20-ft long shall have a minimum of one 20-lb type ABC fire extinguisher with current inspection for the trailer in addition to one 5-lb unit for each 400 square feet of pit area. All competitors within a pit area that are found to be non-compliant at an event will be removed from competition until in compliance.

10.4.1.4. SKUSA Officials: In SKUSA events, SKUSA officials are independent contractors, often employed by the promoter in other capacities. Those officials, in the exercise of their independent judgment, shall report promptly to the promoter any observed safety inadequacies in the racing facilities, safety personnel or equipment. In addition, if a SKUSA official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability tests. The competitor, along with his mechanics and crew, is obligated to follow the official's directives. Since SKUSA officials may be independent contractors and because SKUSA employees or representatives generally are not present at all SKUSA events, SKUSA is not responsible for the action or inaction of any SKUSA official as it pertains to safety.

10.4.1.5. Failure of competitors, mechanics, crew members, or other attendees to follow instructions of SKUSA officials may result in penalties to the affiliated driver as noted under 10.5.4 Penalties, as well as possible expulsion from the event for the violator.

10.4.2. Driver Equipment: Spot checks may be made at any time during an event. In the sole discretion of SKUSA race officials, safety violations could result in a correction requirement and/or a one finishing position penalty.

10.4.2.1. Helmets: As of January 1, 2020 all helmets must meet one of the following standards: **Snell Foundation Specifications (Legal Until):** K, M or SA 2015 (12/20/2026), K or M 2010 12/20/2021, SA 2010 12/20/2021, CMS 2016 (youth helmet) 12/20/26, CMR 2016 (youth helmet) 12/20/26. **SFI Specifications (Legal Until):** 24.1/2010 (youth helmet) 12/20/2021, 31.1/2010 12/20/2021,

41.1/2010 12/20/2021. 24.1/2013 (youth helmet) 12/20/24; 31.1/2013 (12/20/2024); 41.1/2013 (12/20/2024). Although the youth helmet standard does not specify a precise age range, the helmets are intended for children; adult drivers should select a helmet meeting one of the other standards.

10.4.2.2. Gloves: Must be manufactured for racing and possessing racing related grip enhancement, as well as offering a degree of abrasion resistance.

10.4.2.3. Driving Suits: Must be manufactured for kart racing and meet current CIK Level 2 requirements. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jacket and jeans are not permitted.

10.4.2.4. Footwear: Must be shoes manufactured for racing. No portion of the leg or ankle may be exposed when in the driving position.

10.4.2.5. Neck Brace: As of January 1, 2011, neck braces are only mandatory for the SKUSA junior categories (including S5, Micro Swift, Mini Swift, X30 Junior and KA100 Junior), and are now optional for the senior classes (including S1, S2, S3, S4, KZ, Pro Shifter, Master Shifter, X30 Senior, X30 Master, KA100 Senior, and KA100 Master). Must be manufactured for racing, must include foam insert as originally designed and produced, and is required for all "on track" activities. The Leatt Neck Brace and Valhala 360 are acceptable as alternatives to standard neck braces. Altered neck braces, including removal or modification of foam insert, are in "Non Compliance." NOTE: When SFI approved neck braces are approved, they will become mandatory at a date announced on the SKUSA website.

10.4.2.6. Loss or lack of Neck Brace: Loss or lack of a neck brace on course (in the mandatory required classes) will result in a BLACK flag.

10.4.2.7. Rib protectors: These protective items are highly recommended but NOT considered required. The lateral forces generated in kart racing are a serious concern, and all SKUSA competitors are urged to consider this protective device.

10.4.2.8. Chest Protectors: All drivers under 13 years of age must wear an SFI-approved chest protector. SFI chest protector standards: Ages Up to 8: 20.1/1. Ages 9-12: 20.1/2.

10.4.2.9. Drinking water prior to scaling: If authorized by the Race Director beforehand, drinking water from

a clear plastic bottle (maximum 500ml) is allowed in scale area before weighing. However, any driver pouring water over head or driving equipment may be penalized.

10.4.2.10. Long hair: No hair may be outside the helmet. A head sock or some other method must be used to restrain hair.

10.4.3. Accidents:

10.4.3.1. Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director's discretion.

10.4.3.2. Karts involved in an accident may be subject to inspection by officials.

10.4.3.3. Medical personnel shall examine any driver who sustains an injury.

10.4.3.4. Any kart and driver involved in an accident shall continue only with approval from the Race Director.

10.4.3.5. The Race Director shall approve any repair to a damaged kart.

10.4.3.6. Major damage resulting in a need to change kart chassis shall ONLY be undertaken with the approval of the Race Director.

10.5. DISCIPLINARY ACTION

10.5.1. Race Director Authority: The interpretation and application of the SKUSA Rules by the Race Director shall be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event and the interest of karting. Only the Appeals Board can overrule the Race Director. The power to reinstate a suspended or revoked driver's privilege rests solely with the Appeals Board, and will be based on the severity of the rules infraction and/or the seriousness of the act or omission.

10.5.2. Definitions: Although there can be confusion between the following descriptions of driving and personal conduct at a SKUSA event, the definitions below are a guideline for driver conduct as well as participant conduct (for any person attending a SKUSA event):

10.5.2.1. Careless: Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct.

10.5.2.2. Reckless: Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences.

10.5.2.3. Dangerous: Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences.

10.5.3 Penalties:

10.5.2.4. Notification: If a driver is assessed a penalty, it will be posted in the SKUSA APP, viewable from mobile devices. It can be seen after the session has ended and before the next grid session. Penalties are posted at the bottom of the results, in the announcements section. Drivers may also be notified in the Post-Tech area and presented with a penalty notification form. If so, the driver may be requested to sign acknowledgment of the penalty; however, signature does not mean agreement with the penalty. If a driver disagrees with a penalty, they have the right to file a protest (subject to the protest rules herein). Even if the driver is not presented with written notification of a penalty, it does NOT mean that there are no penalties in that session.

10.5.2.5. Penalty List: Specific penalties for infractions or rule violations are now listed in section **30.3.6** below.

10.5.2.6. Suspension: In the case of a driver suspended from SKUSA competition, the length of suspension is at the discretion of the SKUSA National Office and/or the Appeals Board.

10.5.2.7. Disqualifications: Categories and Clarifications:

10.5.2.7.1 "Moved to Back of Class"- Including but not limited to Minor technical infractions, egregious track cutting. If multiple in one session, ordered in the order in which they finished on-track. Assessed after any time penalties have already been applied. In the event of multiple causes for being moved to the back of class, the Race Director and Technical Director shall determine the correct application of penalties.

10.5.2.7.2 "Disqualified from Session"- Including but not limited to flagrant technical infractions, tire infractions, "major fuel infractions," conduct issues, failing to weigh post-race/qualifying, etc. No points awarded. Not able to be dropped.

10.5.2.7.3 "Excluded"- Flagrant technical infractions/tampering under seals, blatant attempts to cheat/gain advantage, flagrant misconduct towards other competitors/officials. Excluded from all sessions of an event, no points. Not able to be dropped. Additional penalties/probation may be applied.

10.5.2.8.

10.5.3. Off Track Conduct

10.5.3.1. If the act or omission of a participant is determined by the Race Director or SKUSA official to constitute a threat to the orderly conduct of the event, that SKUSA official may take temporary emergency actions against the participant. Such

emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non-member. Any SKUSA official taking such temporary action must notify the Race Director immediately.

10.5.3.2. Drivers, crew members, and competitor-invited guests will, always, be responsible for their own conduct. Any offense committed by a crew member or invited guest may be chargeable to the driver, as well.

10.5.3.3. Interaction between Competitor and Officials: All concerns or disputes from drivers and/or crew members, mechanics or kart owners shall be taken to the Race Director. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action.

10.5.3.4. Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from his/her pit. The responsibility also extends to conduct in the local area of an event or related function (e.g., banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public area. Such conduct will be treated with "ZERO TOLERANCE."

10.5.3.5. Any such incidents may result in the loss of series points by the associated driver. Flagrant incidents will result in the disqualification of the associated driver and the expulsion of the violator. Any such conduct aimed specifically at an official will result in immediate disqualification of the associated driver. An additional deduction of series points may be assessed, depending on severity. Any physical threats directed at an official WILL result in a minimum ONE-YEAR SUSPENSION from any SKUSA event. The associated participant's SKUSA license will be revoked and application for renewal will not be considered for at least 12 months.

10.5.3.6. Social Media: Occasional differences of opinion may arise regarding SKUSA rules and regulations, decisions by event officials, or event policies. However, communication and discussion of these differences must be handled directly between the parties involved. Airing of these differences on social media sites (such as Facebook or Twitter) may result in disciplinary action, including loss of ability to participate in SKUSA events.

10.5.3.7. Threat of Legal Action: Any competitor, parent, legal guardian, or general participant of an event that threatens or takes legal action via an attorney against

SKUSA or any of its agents or staff, will be ejected from the event and suspended from further participation in SKUSA-sanctioned events.

10.5.4. Miscellaneous Violations

- 10.5.4.1.** Any driver, in the opinion of the Race Director, who competes with non-conforming equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire season. Such penalty shall be made at the event and is subject to SKUSA protest and appeal rules.
- 10.5.4.2.** Any participant who races at a SKUSA sanctioned or affiliated event without being the driver of record will be subject to disciplinary action.
- 10.5.4.3.** Any driver who falsifies their age on their SKUSA membership application in order to meet age requirements is subject to suspension.
- 10.5.4.4.** Consumption of intoxicating beverages in the pits, on the racecourse or surrounding premises by any participant during race day competition is forbidden. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol shall apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned shall be disqualified, subject to suspension, and ejected from the premises immediately.
- 10.5.4.5.** Any driver whose kart, or associated relevant equipment, is rejected at technical inspection and who then intentionally presents the kart or equipment for competition without having completed the required corrections may be moved to the rear of the field.
- 10.5.4.6.** Non-compliant fuel falls into two categories:
Minor: failing the Digatron test (or specific gravity test) indicating the use of pump gas, incorrect oil, contaminated tank or fuel container. The technical inspector may use his own discretion in applying this penalty. Major: failing the Digatron test by a large margin and/or failing the Germaine (NHRA) test. This may indicate the presence of performance- enhancing chemical additive(s), many of which are known to be cancer-causing or otherwise harmful to human health. The technical inspector has the discretion to determine the extent of the non-compliance and the penalty assessed. The technical inspector may choose to retain samples for additional laboratory tests. Results may remain Provisional pending the outcome of these tests.
- 10.5.4.7.** SKUSA reserves the right to prosecute, to the full

extent of the law, any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any SKUSA sanctioned event.

10.5.5. Protests: Protests must be submitted in writing – by the protesting competitor – on an approved SKUSA Protest Form to be considered. Protests cannot be submitted for non-performance items. Protest forms are available from a designated SKUSA official. If the protest involves a penalty, failure to sign the penalty form removes the competitor’s right to protest. **Only official videos will be considered as part of the protest process.**

10.5.5.1. Participants will be limited to submitting a maximum of one protest per competition day.

10.5.5.2. Protests involving specifications or drivers’ conduct must be submitted by a participant in the same class and must be submitted to the appropriate official (Race Director or Technical Director) in writing within 30 minutes after the posting of the results.

10.5.6.3 If a protest pertains to the last event of the day for a class (regional events only), an official decision will be rendered within 5 working days of the completion of the event. If a protest pertains to the last event of the day for a class at a National event, an official decision will be rendered prior to the podium presentation. If a protest pertains to a preliminary event, an official decision will be rendered before the next race of the event for that class in which the protest took place. Protests must refer to a specific regulation, specification or driver conduct. The Race Director or Technical Director (in the case of a technical issue) has final say in all protests at the event.

10.5.6.4 All protest fees shall be paid in the form of U.S. Currency (Cash). For Regional (i.e., ProKart Challenge) events the fee shall be \$150.00; at National events (i.e., Pro Tour, SuperNationals) the fee shall be \$250.00. The fee must accompany any written protest. The protest fee will be refunded in the event the protest is found valid and the initial decision reversed.

10.5.6.5 Technical Protests: Any protest involving technical items must be submitted prior to the component involved being removed from the Technical Inspection area.

10.5.6. Appeals to the National Board

10.5.6.1. Any appeal shall be submitted in writing on an official SKUSA appeal form and include a \$500 fee, which is non-refundable, regardless of the decision. The fee for this service is to cover administrative costs and provide the parties a fast, fair, and concise resolution. Appeal

forms are available from a designated SKUSA official.
Only official videos will be considered as part of the appeals process.

- 10.5.6.2.** Appeals at Pro Tour events, the SuperNationals or other National SKUSA-sanctioned event that affect the final standings will be resolved prior to the podium presentation.
- 10.5.6.3.** No appeal may be filed regarding a race event decision unless a competitor first filed a protest, which was officially denied.
- 10.5.6.4.** No appeal regarding disciplinary action for conduct which does not take place at the track may be filed unless the information supporting the appeal and the appeal fee is received by the National Appeals Board no later than five (5) business days after the disciplinary action took place. If the appeal requests action regarding someone other than or in addition to the individual filing the appeal, such other person must also receive from the SKUSA National Office the information supporting the appeal within five (5) business days after the SKUSA National Office receives that information.
- 10.5.6.5.** All information supporting the appeal of a race event decision and the appeal fee made out to SKUSA must be received by the National Appeals Board care of the SKUSA National Office, no later than five (5) business days after the last day of the event in which the appeal took place. If the appeal requests action regarding someone other than or in addition to the individual filing the appeal, such other person must also receive from the SKUSA National Office information supporting the appeal within five (5) business days after the SKUSA National Office receives that information.
- 10.5.6.6.** An appeal that affects the results/final standings must be filed prior to the podium presentation. The results of that class shall be deemed unofficial and all awards are provisional until the appeal is decided.
- 10.5.6.7.** If the appeal requests action regarding only the individual filing the appeal, the National Appeals Board shall make a final decision and notify that individual within thirty (30) business days after receiving the appeal documentation and appeal fee.
- 10.5.6.8.** If the appeal requests action regarding someone other than or in addition to the individual filing the appeal, the National Appeals Board must receive any information supporting that person's position regarding the appeal within five (5) business days after that person receives the information supporting the appeal. The SKUSA National Office will send to the filing individual the information from any party regarding the appeal. The

National Appeals Board shall make its final decision and notify the filing individual and all other persons involved in the appeal within thirty (30) business days after receipt of the third person(s) information.

- 10.5.6.9.** If the person wishing to appeal does not provide a properly completed appeal form, the appeal fee, and supporting information in the time frame stipulated in this section, the appeal will be denied. If information requested from third party(s) is not received in five (5) business days, the appeal will be considered without it.
- 10.5.6.10.** All information and the appeal fee should be by a method by which the provider can document the date of that provision. Email and fax can be used.
- 10.5.6.11.** Any of the time limits set forth in this rule may be changed upon the agreement of all persons involved in the appeal, including the National Appeals Board.
- 10.5.6.12.** The decision of the National Appeals Board shall be final. Once the final decision has been made, the results shall be mailed or electronically sent to the relevant parties.

15. DRIVER ELIGIBILITY

15.1. ABILITY: All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. The Race Director has the authority to remove an entrant from competing at an event. Any driver who cannot maintain a speed within 107% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to insure the safety of all drivers.

15.2. LICENSING: All competition drivers must hold a current year or temporary/single event SKUSA Competition License. Only SKUSA licensed drivers will accrue competition points. All points shall be contingent upon the driver being licensed in the current year as well as being held in "Good Standing" for the current year.

15.3. AGE CRITERIA: The minimum age to compete in a SKUSA event depends on the class in which the driver desires to compete. In no case shall any driver be under 7 years of age without at least one year of verifiable racing experience. A driver's competition age shall be determined by the age to be attained during that racing year. For example: A driver turning 10 by December 31 of the racing year may race within the designated class requiring age 10 at any time during that year. The applicant's age is only a part of the driver applicant requirements. A certified copy of birth certificate is required for all minor drivers (under 18 years of age).

15.3.1. Once a driver competes in the next higher age category in any

SKUSA-sanctioned event, at any level, they must continue to compete at that age category in SKUSA-sanctioned events, and may no longer compete in the lower age category. A one-race trial period may be allowed to determine the competitor's suitability for the next level. It is important to note that SKUSA believes in age-appropriate classes with no excessive ballast being utilized.

15.3.2. Occasionally, SKUSA may consider a waiver to allow a competitor to race in an age class that does not fit the published rule. These exceptions will be granted on an individual basis and may take into consideration: size of driver, experience of driver, and local class conditions. One additional condition will be the amount of ballast necessary to participate in the class. At all times safety will be the deciding factor.

15.4. MEDICAL CONDITION OF COMPETITORS: Competitors are prohibited from participating in any SKUSA sanctioned event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions, persons under a doctor's care for physical or mental illness, or persons with any physical condition or disability that would jeopardize their safety and the safety of others, including pregnancy. SKUSA is not liable for injuries, death or other problems incurred by drivers with any medical condition.

15.5. DRUGS AND OTHER MOOD ALTERING SUBSTANCES: No competitor, crewmember or other related persons shall be allowed within the confines of a SKUSA sanctioned event while under the influence of any substances commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection from the premises or even turned over to local authorities. Any licensed competitor or SKUSA member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. SKUSA shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a "No Tolerance" policy.

15.6. ALCOHOLIC BEVERAGES: The use of alcoholic beverages is prohibited during any SKUSA event. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply.

20. REGULATIONS

20.1. OFFICIAL CLASS STRUCTURE

20.1.1. Description of Classes (see table that follows for additional details).

20.1.1.1. Local Option: Each SKUSA Region has the option of offering additional/alternate classes based on local circumstances, but only if those class(es) have been approved by the SKUSA National Office. Regions also have the option of deleting any SKUSA classes described herein, with the same requirement.

20.1.2. Class Overview: All SKUSA sanctioned or affiliated events shall consist of classes primarily selected from the descriptions below. Please contact your Regional Director or see the series web pages for the specific class details for your event.

CLASS	ENGINE	AGE	WEIGHT
Pro Shifter	IAME SSE 175cc	15+	390 lbs
Pro Shifter 2	IAME SSE 175cc	15+	390 lbs
G1	IAME SSE 175cc	30+	410lbs
G2	IAME SSE 175cc	45+***	420lbs
S4	Spec Honda 125cc	30+	405 lbs
S4 SM*	Spec Honda 125cc	45+	415 lbs
S3 Novice*	Spec Honda 125cc	15+	395lbs
S5 Junior*	Spec Honda 125cc**	12-15	340lbs
Micro Swift	IAME 60cc**	7 to 10	225 lbs
Mini Swift	IAME 60cc	9 to 13	245 lbs
X30 Junior	IAME 125cc**	12 to 15	320 lbs
X30 Senior	IAME 125cc	15+	365 lbs
X30 Master	IAME 125cc	30+	395 lbs
X30 SM	IAME 125cc	45+	405 lbs
KA100 Jr	IAME 100cc**	12 to 15	320 lbs
KA100 Sr	IAME 100cc	15+	360 lbs
KA100 Master*	IAME 100cc	30+	390 lbs

*Regional racing only.

**Factory header / restrictor required.

***Will allow age 30+ for Novice drivers (2 years max) at SKUSA's discretion.

RACE VEHICLE STANDARDS

20.2.1. Inspections: Spot checks of a competitor's kart may be made at any time during a SKUSA event. At the sole discretion of SKUSA officials, violations of this section could result in a one finishing position penalty. Dimensional violations will result in disqualification and loss of points for the day.

20.2.2. Pre-Tech Inspection: All drivers must use the approved Pre-Tech Inspection form included in the registration package. Pre-Tech forms must be completed and signed by the driver. Forms are to be turned in at the pre-grid for qualifying. Driver is not eligible to qualify without submission of an executed Pre-Tech form. Incorrect or missing information subject to penalty or disqualification.

20.2.3. Number Plates: Correct numbers must be properly installed for all on-track sessions, including practice and warmups. Failure to do so will result in penalties, including loss of track time.

20.2.3.1. Panel Colors: Effective 01/01/18, Numbers shall be black on a yellow background, at least 15 cm (5.9") tall and have a 2 cm (.787") wide stroke represented with an Arial font. No shaded or outlined numbers are allowed. The competition number shall be bordered by a yellow background of 1 cm (.393") minimum. They must be in place prior to any official session, on both front and rear panels, as well as on both sides towards the rear of the bodywork. The driver is responsible for ensuring that the required numbers are always clearly visible to timekeepers and officials.

20.2.3.2. Sample Number Plates:

See the event website for the number range of all series' classes, as well as specifics about Regional and National Championship race numbers/number plates.



20.2.4. Safety: The following items shall be secured with a "nylock" nut with at least one full thread of the bolt protruding, drilled bolt safety wired, drilled bolt cotter pinned, or secured by circlip or snap ring if the bolt has a circlip groove (installing on threads is not approved).

20.2.4.1. Steering

- 3 Steering wheel hub bolts.
- Bolt, steering hub to steering shaft.
- Bolt, steering shaft to chassis.
- Tie rod bolts (at steering shaft and spindle arm).
- Kingpin bolts.
- Spindle nut attaching wheel.

20.2.4.2. Braking system

- Brake pedal to frame.
- Brake actuating rod(s), both ends.
- Bolts, master cylinder(s) to chassis.
- Bolts, brake caliper(s) to chassis.
- Bolts/nuts, brake rotor to brake hub. (**Nuts must be "all metal" lock nuts.**)

20.2.4.3. Throttle: Throttle pedal to chassis.

20.2.4.4. Weights: Weight mounting bolts, double nuts or nut with safety wire. If mounted to the seat, large washers should be utilized to prevent the fasteners from pulling through the seat. Weights **MUST** be painted white. Weights less than 7 pounds may be secured by one 5/16" (8mm) bolt. Weights weighing 7 or more pounds must be secured by two 5/16" (8mm) bolts. The loss of a weight during any on-track session will result in a penalty. Loss during practice will result in the loss of practice for the balance of the day. Loss during a competition session will

result in a 10-position grid penalty in the next competitive session or disqualification in the final.

20.2.5. Chassis and Chassis Components

20.2.5.1. Construction: Must be CIK or SKUSA approved and must be constructed of a carbon steel alloy using traditional tubular construction with a maximum tubing diameter of 32mm. The SKUSA National Technical Director must approve any non-traditional materials or chassis design and components before the kart can be approved for competition. Replacement of damaged chassis requires advance approval by the event Technical Director. A maximum of 2 chassis will be allowed per event. The replacement chassis must be of the same manufacturer and model. The event Technical Director may appoint a chassis repair specialist for inspection. The final approval rests with the event Technical Director.

20.2.5.2. Differential Mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.

20.2.5.3. Overall Dimensions: Wheelbase: For Cadets – 889 mm minimum; for all other classes – 1010 mm minimum. Maximum width: For Cadets – 50" (1270 mm); for all other classes – 55 1/8" (1400 mm). Maximum length: 84" for all classes. No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches.

20.2.5.4. Bumpers and Bodywork: Note that in 2018, CIK has begun approving Cadet bodywork.

20.2.4.4.1. All karts that compete in a SKUSA event must have at a minimum: (a) Two CIK or CIK-style side pods with side bars; (b) front and rear bumpers approved by CIK, IKF, WKA or SKUSA; (c) Driver fairing – CIK-style and must have a minimum of 3" clearance to any part of the steering wheel; (d) CIK or SKUSA-approved nose; and (e) rear protection. The rear protection shall extend to at least the center of the rear tires, but may not extend beyond the outside edge of the rear tires at any time, and in all conditions. Retention cables or straps may be utilized. However, they may not compromise the original design or Homologation of the bumper and mounting hardware. All bumpers – front, rear and sides – must be made of magnetic steel.

20.2.4.4.2. PBB: Some events will require the use of the **Push Back Bumper(PBB) system**, as follows:

20.2.4.4.2.1 Required Use: PBB installation is required beginning with the first official competition session and for the remainder of the event. Penalties may not be assessed in practice, as this time is for the purpose of working with all teams and drivers to ensure that

installation is correct, and everyone is fully compliant prior to the competition.

20.2.4.4.2.2 Competition & Penalty Procedure: Applies to qualifying, pre-finals, and finals. Drivers must enter the official grid with the PBB detached from their kart. The driver, or mechanic, must mount the PBB without the use of tools and under the supervision of the Grid Marshall(s) and technical staff. The PBB may be inspected for modification or excessive wear, and compliance is determined by the officials. As provided in rules, the 27mm minimum clearance between the fairing and metal bumper will be enforced. Zip ties may be used to hold the clamps to the bumper but shall not hold the clamp from opening.

20.2.4.4.2.3 Mandatory Homologated Items: The use of the following homologated items is mandatory for SKUSA competition: (1) The use of a homologated front fairing. (2) The use of a homologated front fairing mounting kit of the bodywork homologation period 2015-2020. (3) The use of the KG mounting clamps is not required (as an example, OTK clamps are acceptable). KG mounting clamps are highly recommended for their additional strength.

20.2.4.4.2.4 Mandatory Installation: The PBB must be in the correct position at all times during a competition session, per CIK Technical Drawings 2c and 2d attached below.



[Technical Drawing 2c](#)



[Technical Drawing 2d](#)

20.2.4.4.2.5 If the PBB is no longer in the correct position after the race with one side pushed in, a time penalty of 3 seconds will be imposed. The penalty may not be protested or appealed.

If the PBB is no longer in the correct position after the race with both sides pushed in, a time penalty of 5 seconds will be imposed. The penalty may not be protested or appealed.

20.2.4.4.3. All bodywork must remain installed and intact during all competition sessions until technical inspection. Dislodged bodywork is grounds for disqualification. However, if dislodged on track, or missing during a competition session, the competitor may be black flagged and/or disqualified. If a mechanical black flag is shown and obeyed, the competitor

will receive points and/or qualifying time up to the lap where the flag was displayed. If not obeyed, the competitor will receive no points or time for that session and may be subject to additional penalties. The absence of a black flag being shown does not negate the competitor's responsibility to have the bodywork installed and intact at technical inspection. No bodywork may be reinstalled until after post-race technical inspection.

20.2.4.4.4. No bodywork may extend wider than the rear tires. Overall width regulations apply.

20.2.4.4.5. A small hole is allowed in the side pod to facilitate the use of an auxiliary starter in order to start a 'loaded up' engine.

20.2.5.5. Seat: All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy.

20.2.5.6. Seat Struts

20.2.4.6.1. Struts with mid-point washers are allowed if the furthest most ends of said strut(s) are rigidly mounted at each end.

20.2.4.6.2. In no case may the use of any strut(s) preclude the use of chassis-provided seat mounts.

20.2.4.6.3. In no case may the strut become more complex and include the use of metal springs of any kind, gas shocks, or any other mechanical devices expanding on the flex associated with flex washers.

20.2.4.6.4. The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is non-conforming.

20.2.5.7. Seat Washers

20.2.4.7.1. Any attachment point from the chassis to the seat or seat strut to a seat will require a minimum of one 35 mm diameter aluminum or steel backing washer per fastener to eliminate potential break through.

20.2.5.8. Composite Parts: All parts made from composite material are forbidden on the kart, except for the seat, floor pan, chain guard and Stock Honda silencer.

20.2.6. Brakes

20.2.6.1. 2- and 4-Wheel Brake Systems

20.2.5.1.1. 125 Shifters: All shifter karts are required to have four-wheel braking with two (2) independent master cylinders.

20.2.5.1.2. Micro Swift, Mini Swift, X30 classes: Rear brakes only.

20.2.5.1.3. Where rear brakes only are stipulated, 4 wheel brake karts are eligible to run as long as the linkage to the front brakes is disconnected (i.e., the front brakes must be inoperable).

20.2.6.2. Sufficient force applied to the brake pedal shall result in all applicable wheels being unable to turn.

20.2.6.3. Flexible duct tube is allowed for brake cooling.

- 20.2.6.4.** All hydraulic connections shall be tight and free from leaks.
- 20.2.6.5.** "Carbon/carbon" braking systems are prohibited. Carbon brake pads are allowed. NOTE: As of January 1, 2015, the CIK is requiring that both current and new CIK Homologated chassis have brake discs made from steel, stainless steel or cast iron. SKUSA has elected at this time not to enforce the rule. Connection between brake pedal and master cylinder(s) must consist of both solid rod **and safety cable** with a minimum diameter of 1.8mm.

20.2.7. Tires/Wheels

- 20.2.7.1.** Wheel diameter for all classes shall be five (5) inches. Maximum overall width for all Junior and Senior classes shall be: Front – 135mm; Rear – 215mm. These dimensions are consistent with International regulations. **Micro/Mini Swift** classes are maximum 135mm, front and rear.
- 20.2.7.2.** Tires are spec for all classes and such spec will be announced a minimum of 30 days prior to an event (see www.superkartsusa.com for current information).
- 20.2.7.3.** Bar codes may not be defaced or removed. If defaced, disqualification or other penalties may be assessed.
- 20.2.7.4.** The loss of a wheel during any on-track session will result in a penalty. See section 30.3.6. Determination of cause of loss by technical officials is final and not protestable.
- 20.2.7.5.** If the event schedule specifies required times for tire pickup, any driver who fails to pick up their tires per the posted time shall incur a penalty in the next competition session.
- 20.2.7.6.** Any dispute regarding circumference or other tire measurement must be resolved prior to leaving the tire desk after pickup of event competition tires. No exchanges or replacements will be allowed after the tires leave the pickup area. It is recommended that a tape measure and marking pen be brought to the tire desk when picking up tires.
- 20.2.7.7.** In the event of a damaged tire, a one-for-one replacement of a comparably-worn tire may be authorized by the tech officials. Under no circumstances will a new tire be authorized.
- 20.2.7.8.** Tires must be used on the correct competition day. Example: Saturdays tires may not be used on Sunday in any session. Incorrect use will result in disqualification. It is not required to use new tires in qualifying unless specified in event Supplementary Rules.

20.2.8. Miscellaneous

- 20.2.8.1. Data Acquisition:** Data acquisition devices are allowed in all classes with the following restrictions. Data acquisition systems used during time trials & racing shall be limited to the collection and storage of data only. The only permitted channels are: the engine revs by inductive pickup on the spark plug HT cable, two indications of temperature, the speed of

one wheel, an X/Y accelerometer, GPS data, and lap times. Systems that can modify ignition timing, air or fuel ratio mixtures, traction control, throttle position, etc. are forbidden. All sensors for other channels used during practice sessions must be removed prior to qualifying and racing. Lambda sensors may not be used in any competitive sessions. The fitting, if present, must be plugged with no leakage. Exhaust probes (EGT) must have insert fitting welded in place; no leaks or clamp-style fittings are allowed.

20.2.8.2. Cameras: The following rules and regulations regarding the use of on-board cameras will apply at all SKUSA-sanctioned events. Additional questions regarding cameras should be directed to the Tech Director at the event or info@superkartsusa.com. A maximum of 2 cameras are allowed per kart.

20.2.7.2.1. Identification: All cameras used at SKUSA events must be registered prior to use and have the SKUSA inspection sticker clearly visible on the camera body. Additionally, each camera must be clearly marked with the owner's name and mobile phone number. Cameras without identification may not be returned. Loss of the camera on the racing surface may result in penalties, including loss of positions, loss of points, and/or monetary fines.

20.2.7.2.2. Mounting Procedures: The following mounting procedures must always be followed: all cameras shall be subject to inspection and removal at any time by tech personnel. Competitors in violation will be subject to penalties, including loss of positions, loss of points, or monetary fines. Under no circumstances are cameras allowed on the driver's person or helmet. This includes any form of mounting to the shell of the helmet, or the mounting of any type of video or camera system inside the helmet, such as in the viewport. Mounting on radiator or side pod is no longer permitted. The use of GoPro mount is recommended. Fabricated mounts are subject to approval by Technical Staff.

20.2.7.2.2.1. Cameras must be hard-mounted by bolt and nut. Mounting by use of any form of adhesive is prohibited.

20.2.7.2.2.2. Cameras may be mounted on front panel (if number plate is not obscured), main frame rails or welded seat strut.

20.2.7.2.2.3. The Race Director or Tech Official may require additional measures.

20.2.8.3. Radio/Telemetry: Communication with a driver or to/from instruments while on course during qualifying or race is not allowed. The Race Director and/or Tech Officials may require that all such devices be removed for qualifying and/or racing.

20.2.8.4. Special Needs: Special "driver aids" may be allowed in certain circumstances for drivers with special needs due to physical disability.

20.2.8.5. Sound Limits: SKUSA will strive to be proactive in enforcing sound limits. Some venues have a local noise ordinance specifying a lower dB limit; in this case, the local requirements take precedence over the SKUSA dB limit.

20.2.7.5.1. Noise Level Testing: The sound limit for all karts shall be 92dB ('A' scale, slow response setting), measured at 100 feet, 90 degrees from the kart axis and 4 feet from the ground. Measurements shall be taken at the loudest point on the track.

20.2.8.6. Cooling Fluid: Water Wetter solutions and anti-corrosion solutions are allowable in cooling system. Products containing Glycol are NOT allowed.

20.2.8.7. Fluid Capture: The goal of SKUSA is to eliminate fluid spills (fuel, oil, water) on the racing surface, not to make sure a competitor has a fluid catch bottle(s). Obviously, the existence of such a device does not preclude spillage. The competitor must control fluid spillage. The penalty for not complying could result in a black flag. The catch bottle(s) and/or tank(s) are not a tech item(s).

20.2.8.8. Fuel Pumps: A single, pulse-type feed system is allowed. Any additional pumps must be for evacuation pump around system. One feed only. No electric fuel pumps allowed.

20.2.8.9. Fuel Tanks: Must be safely mounted with no additional cooling methods used.

20.2.8.10. Aerodynamics

20.2.7.10.1. Floor Pan: Floor Pans are not allowed to extend rearward past the front seat mount/crossbar, and must be inside the frame rails and securely bolted in place.

20.2.7.10.2. Seat: Seat incline shall remain consistent with sprint racing incline.

20.2.7.10.3. Skirts: No skirts or vertical aerodynamic sealing devices can extend below the mainframe rails from the forward edge of the front tires to the rear of the kart.

20.2.7.10.4. Wings: No wings are allowed.

20.2.7.10.5. Aero Effects: No duct or packing tape shall be allowed to form aerodynamic effects. Side pods may be open or closed. Taping them closed is allowed.

20.2.8.11. Transponder: Must be mounted in correct location in every official on-track session, including timed practice. Transponder shall be mounted per CIK positioning: on back of seat at a height of 25cm +/- 5cm. Incorrect mounting may result in a penalty.

20.2.8.12. Radiators: Primary must be mounted to the left or the right of the Driver. Supplemental radiators, if allowed, may be mounted to the left, right or directly behind the driver. All radiators must be placed above the chassis frame. Event Technical Director may require mounting modification or removal for safety reasons. Maximum height is 50cm from the ground (excluding cap and fitting). Note special rules for X30.

20.2.8.13. Air Box or Air Filter: Air box or air filter must remain installed and intact during all competition sessions until technical

inspection. A dislodged air box or air filter is grounds for disqualification. However, if dislodged on track, a mechanical black flag may be shown. If a mechanical black flag is shown and obeyed, the competitor will receive points or qualifying time up to the lap where the flag was displayed. If not obeyed, the competitor will receive no points or time for that session and may be subject to additional penalties. The absence of a mechanical black flag being shown does not negate the competitor's responsibility to have the air box installed and intact at technical inspection. Air boxes or air filters may not be reinstalled until after post-race technical inspection. A drain hole may be drilled in the bottom of the box, not exceeding 7mm diameter. In a declared rain race, it is permissible to remove the air filter from the airbox and install a water deflection device to the inlet openings.

20.2.8.14. Exhaust Systems: All specified components of a controlled (homologated) exhaust must remain intact and unmodified. This may include header, flex, expansion chamber and silencer. No coating, plating, painting or other treatment allowed. Exhausts that require repair may be allowed at the Tech Director's discretion for a specific event providing advance approval is requested and the repair is not in the area directly adjacent to a cone or tube. Repair of cracks may be approved but welding in areas that might affect the design characteristics of the exhaust is not permitted.

20.2.8.15. Chain Guards: For Micro Swift and Mini Swift only, full chain/clutch cover such as OTK, KG or Tillett or stock clutch cover with chain cover strap is required. For other classes, the stock clutch cover with chain cover strap is required at minimum. Full chain cover is recommended for these classes as well.

20.2.8.16. Electric Water Pumps: Not allowed in any SKUSA class.

20.2.8.17. Engine Claiming by Competitors: All former Rulebook sections of 20.2.7.17 SUSPENDED UNTIL FURTHER NOTICE. Only SKUSA, IAME, or the Importer(or their representative) may claim an engine. Such claim will supply the owner of the engine a complete, new engine package with all components, including: motor, clutch, carburetor, air box, exhaust system, radiator (if supplied in kit), and electrical system. In addition, a payment of \$500 (Swift), \$800 (X30), \$600(KA), or \$1200 (SSE) in certified funds or cash will be made to engine owner.

20.3. ENGINE STANDARDS

20.3.1. All Classes

20.3.1.1. The technical inspector may employ any recognized method of determining legality, even if the specific test or procedure is not contained herein. Parts may be compared to known stock parts to determine compliance.

20.3.1.2. Graphics, painting, coatings: No attempt to alter cooling or airflow allowed. Limited to one builder decal on cylinder head or cylinder. Final determination rests with head tech official.

20.3.1.3. Spark plug: Must be stock, unmodified, commercially available spark plugs. Note special rules for X30 and Swift. May

be compared to a known stock plug to determine any modification. **Must have stock or indexing washer or CHT lead in place.** Maximum length 18.5 mm (including washer or temp lead.) May be verified with a Rocket Racing Products spark plug gauge – with plug tightened to no more than 180 in/lb.

20.3.1.4. Aftermarket availability: All aftermarket products used in competition must be of standard production, be commercially available in North America, and must have been so for no less than thirty days prior to the SKUSA event.

20.3.1.5. Fuel: The SKUSA National office will determine the approved fuel and oil for all classes prior to the event. Ratio may or may not be determined. Only fuel/oil combinations are allowed. No Alcohol, Oxidizers, or Hydrazine fuels may be added. Fuel tests may be administered at any time during or after an event. Drivers are required to have a minimum of 200ml of fuel available upon completion of each competition session for testing. An insufficient fuel level will result in disqualification. SKUSA reserves the right to administer any fuel test procedure. Failure to pass a fuel test will result in a disqualification of the driver's previous on-track session. Results of fuel tests are deemed final. SKUSA reserves the right to prosecute to the full extent of the law any competitor found to be using EPA listed known cancer-causing agents as an attempt to enhance fuel performance at any SKUSA sanctioned event.

20.3.1.6. Engine Pre-Race Technical Procedures

20.3.1.6.1. Should the sealing of engines be declared for the event, at qualifying each entry must have their engine sealed and recorded. The seals will normally be available in advance to facilitate the process. SKUSA seals are unique and are bar-coded to allow use of a scanning system. It is important to install the seal so that the bar code is facing outward so that it may be read with the scanner. Seals may not be installed on more than one head nut. A seal that is not installed correctly may result in a penalty.

SSE engines: One head nut and one cylinder stud/nut must be sealed.

Stock Honda engines: One cylinder stud/nut and one head stud/nut must be drilled for sealing.

X30 engines: One reed cage bolt/stud and one head nut must be drilled for sealing. **Junior engines** must also seal the exhaust header with a drilled nut or through the header reinforcement. Note that **ONLY** one nut is to be sealed and it must be the one closest to the reed cage drilled bolt.

Swift engines: One head nut must be drilled for sealing with the seal placed on the **ADJACENT** opening in the head. **Micro Swift engines** must also seal the exhaust header with a drilled nut.

KA100: One reed cage bolt/stud and one head nut must be drilled for sealing. **Junior KA100 engines** must also

seal the exhaust header with a drilled nut. Note that ONLY one nut is to be sealed and it must be the one closest to the reed cage drilled bolt.

Note: SKUSA has pre-drilled nuts available to purchase at most events to facilitate this process.

20.3.1.6.2. If sealing of engines is not declared for the event/class, conventional marking (painting) of engines and recording will occur at qualifying for each entry.

20.3.1.6.3. Engine Repair or Replacement:

Stock Honda Classes: The basis for the Stock Honda classes is reliability, affordability and reasonable cost of maintenance. The engine builder and tuner must work towards this goal. After qualifying, any repair of controlled components must be approved and recorded in advance by the Technical Director or staff. Approval must be received prior to disturbing the seal/paint. If approved, a 10-position starting penalty will be assessed in the next competition session. If less than 10 entries in the class, the competitor will start at the back. Note: Repairs are defined as replacing any non-functioning or damaged component including gaskets, seals and O-rings.

Swift, X30, KA100 and SSE Classes: Approval may be granted to repair damage only, not for maintenance. Approval must be received prior to disturbing the seal/paint. The burden for demonstrating damage rests with the competitor. If the competitor is unable to demonstrate damage, one additional engine (total of 2) may be approved by the event Technical Director. If an engine change is approved, a 10-position starting penalty will be assessed in the next competition session. If less than 10 entries in the class, the competitor will start at the back. In all engine substitution circumstances, an "Engine Change Form" must be completed and submitted to the Technical Director prior to the change.

20.3.1.6.4. SKUSA has the right to inspect any engine or any part at any time. After inspection, the engine will be resealed by a tech official. Refusal to submit to inspection will result in immediate disqualification from the race day and all points accrued up until time of inspection will be forfeited for the day. **SKUSA also reserves the right to have competitors exchange homologated pieces (carburetor, pipe, ignition components, etc.) for an identical part supplied by SKUSA. The original component may be retained by SKUSA.**

20.3.1.7. Non-Conforming Equipment: As many components in the SKUSA race program are "spec" or controlled, they must always conform to regulation in every competition session. Examples of these components are ignition modules, carburetors, exhaust systems and exhaust restrictors/headers,

as well as all engine components. If a component is found to be non-conforming, it will be grounds for a disqualification, and may incur additional penalties. The item may be confiscated by the technical official and not returned. In addition to the competitor disqualification, the engine builder may also be penalized. In the event of a dispute regarding its legality, an appeal may be submitted.

Should the non-conforming component be found under the seal (or paint), the disqualification applies to all previous competition sessions of the event.

20.3.1.11. CCV Measurement Procedure:

1. Where applicable, combustion chamber volume (ccv) measurements should be made with the L.A.D. Specialties #CCMP measuring plug tool.
2. Allow the engine to reach ambient temperature.
3. Remove the spark plug and measure the thread length. Measurement from the tip of the threaded portion of the plug body to the bottom of the factory-installed washer may not exceed 18.5mm.
4. Screw in the designated CC tool for the class.
5. Rotate the piston to TDC. Then rotate back approximately 20° BTDC.
6. Screw in the designated CC tool for the class.
7. With a Class A graduated burette, mechanical or electronic, fill to the proper level using either the top or the bottom (recommended) of the meniscus as the starting point. Dispense approximately 90% of the specified amount of Marvel Mystery Oil.
8. Wait fifteen seconds and dispense the balance of the specified amount before reading the burette at the same point as the beginning reading. (This allows fluid clinging to the interior of the burette to settle for a more accurate reading.)
9. Rotate the piston to TDC. No fluid may overflow the cc tool.

20.3.1.12. Deck Height or “squish” measurement: All squish measurements will be made using a 1/16” (.0625”) 50% lead / 50% tin solder parallel to the wristpin. Both sides of the measurement must conform to stated dimension.

20.3.2 Spec Honda Shifter Classes

20.3.2.1. Approved Engines (S1/S2/S3/S4/S5): 1999-2002 Honda CR125R.

20.3.2.2. Air Box: Drivers may use an optional air cleaner or air box (unless regulated by track). If an air box is utilized, it must be in stock form with NO MODIFICATIONS to the box or the inlet tubes. Air boxes may have up to 3 inlet tubes, each not to exceed 29mm +/- 1mm inside diameter and 95mm minimum length. Approved air boxes are limited to CIK approved and RLV. Note special requirements for S5.

20.3.2.3. Parts Interchangeability: Parts from years listed

in the Approved Engines section above may be interchanged, except for items specified below.

20.3.2.4. Cylinder Head: Head must remain OEM with no modifications or machining (including polishing) of any kind. Head to be checked with Shockwave or Rocket Racing Products profile gauge. Removal of mounting boss and modifications to the water outlets for the purpose of hose connection are allowed. "Squish" or deck height measurement through the spark plug hole for 2000-2002 cylinders should be a minimum of .045" using .0625" solder. This is not intended to be a "target" dimension. Rather, this dimension is a simple check to determine if any non-conforming modifications are present.

20.3.2.5. Cylinder: 2000 to 2002 cylinders are legal. No modification of the cylinder is allowed, such as porting, adding or deleting of ports, decking, or re-Nikasil. Stock power valves may be removed and aftermarket plugs used, with no filling, welding, or modifying of the cylinder. No machining of any portion of the exhaust port is allowed. Power valve plugs must be matched outside of the cylinder and re-inserted. Cylinder mounting flanges for retaining cylinder to cases may be spot faced in the area where the nut meets the flange only. Some factory grinding, done prior to the Nikasil process, is present on many cylinders. The Technical Director reserves the right to approve or disapprove any cylinder supplied by Honda and not modified. In other words, some stock OEM cylinders may not be acceptable for SKUSA competition.

20.3.2.6. Visible light check: The SKUSA visible light check for CR125 cylinders is an adaptation of the common test used by other organizations such as IKF and WKA. Use an IAME X30 piston for the test. This has the advantage of easy availability, a Dykes ring and many used ones are available. It does require a sleeve of 19/14 mm to adapt the 14 mm pin to the Honda rod. This will be made of Delrin® and is available thru SKUSA. The test cylinder is placed on case (without base gasket) and torqued to a maximum of 180 inch/lbs. A dial indicator is placed on the top of the cylinder, zeroed and piston rotated below the exhaust port. A high intensity light (small Mag Lite) is placed in the exhaust beamed toward piston. Rotate in the correct rotation bringing the piston up until no light is seen above the ring. This is the measurement. Note that this is relative number, not the actual port height. The number should be between 1.110" and 1.140". Numbers outside of this range are non-conforming and will be disqualified; these measurements may be adjusted based on additional testing. These numbers are for 2000-2002 cylinders. A little practice will allow you to get repeatable readings. Due to the

construction and installation procedures of some exhaust plugs, it is almost impossible to determine if the top of the exhaust port directly adjacent to the bore has been ground as it is covered by the plug. Therefore, the visible light check will be the determining inspection of that portion of the port. All other portions of the port and rib will be governed by the 'no grinding' rule.

20.3.2.7. Cylinder Damage: Cylinders that have internal damage may not be acceptable for SKUSA competition. Small nicks in one port from debris such as broken circlips, ring segments and the like are acceptable on any edge of the port. Larger damage on the top of the port is not acceptable. Damage from wrist pin damage resulting in grooving of the cylinder above the port is not acceptable. It is strongly recommended that any questionable cylinder be approved in advance, at the Tech Director's discretion, for a specific event.

20.3.2.8. Cylinder Length –2000-2002: 3.307” – 3.312”.

20.3.2.9. Piston assembly: Piston components including piston, piston ring, wrist pin bearing, and wrist pin must be unmodified stock OEM parts. Wrist pin clips are non-tech. No other aftermarket parts are permitted. No modifications or treatments (such as coatings) of any kind are permitted. Minor deburring of rough edges (for example light sanding or Scotch Brite) to facilitate break-in is allowed, if the original piston dimensions are retained. Lapping the bottom (only) of the ring is permitted.

20.3.2.10. Crank, Rod, and Assembly: Must remain OEM with no modifications allowed. The two main bearings and seals are to be OEM. It is recommended to install main bearings with writing out to facilitate technical inspection. Flywheel key must also remain in place with no modifications to the keyway or key. Only OEM parts are allowed for rod, bearing, washer, and pin replacement. Polishing to allow for slip fitting of crank is permitted.

20.3.2.11. Transmission: Five (5) speed as originally delivered in motorcycles or six (6) speed available through Honda in kit form. The six speed transmissions must be 1994-96 OEM components. All transmission components must remain OEM. No aftermarket parts are permitted. No polishing, grinding, or modifications of any kind are permitted. This also includes all bearings, seals, and shifting mechanisms. Mechanical gearbox control only. No ignition interrupt systems are allowed. Drain plug must be drilled and safety-wired to prevent loss.

20.3.2.12. Clutch: All parts must remain OEM with no modifications of any kind. This also includes bearings. The OEM number of plates must be installed with no deletion of plates.

20.3.2.13. Engine Cases: Engine cases, internally, must remain OEM

stock with no modifications, including lapping and bearing pocket alignment. External modifications to the cases are allowed only in respect to non-performance modifications, such as machining the kick starter boss and installing a plug in the kick start shaft hole. SKUSA reserves the right to continue to analyze external case modifications as this class develops, and will adjust accordingly.

20.3.2.14. Exhaust: Effective February 1, 2014, only the SKUSA SK-1 exhaust pipe is allowed. No modification of any kind is permitted. All exhaust components are to remain intact during the race and until technical inspection.

20.3.2.15. Exhaust flange is open, but must meet OEM length dimensions. No spacing can be used to adjust exhaust length, including flange, flange gaskets, or pipe spacers.

<u>Year</u>	<u>Part Number</u>	<u>Length</u>
1999	18532-KZ4-700	24.5 mm (.965")
2000/01	18532-KZ4-L10	23.5 mm (.925")*
2002	18532-KZ4-L20	31.55 mm (1.240")

(Tolerance is +/- 1mm)

*For S5, only part 18532-KZ4-L10 is allowed, with no modification to header or SKUSA-supplied restrictor.

20.3.2.16. Silencer is a non-tech item; however, if in the judgment of race officials the effectiveness of the silencer is not appropriate, disciplinary action may occur. S5 drivers are to use an unmodified SKUSA restrictor, stamped with the SKUSA emblem. They can be purchased thru the website at www.superkartsusa.com, by phone: 951-491-0808 or via email info@superkartsusa.com. Restrictor is to be installed against the cylinder, and may be sealed with silicone seal. It must not leak at this joint. Maximum I.D. of restrictor: 1.093".

20.3.2.17. Ignition

20.3.2.17.1. CDI: Must be OEM 1999 with no modifications to internals or wiring. SKUSA race officials or the Technical Director reserves the right to require that a competitor swap ignitions prior to entering the racing surface; if the competitor does not comply, they may be disqualified from the event.

20.3.2.17.2. Stator/Flywheel: Must be OEM 1999 with no modifications, including wiring (except for repairs approved by the Technical Director). Flywheel key must remain in place with no modifications. Stator: Effective February 1, 2014, the SKUSA Timing Plate (available from SKUSA or thru affiliated engine builders) must be used. The SKUSA plate allows a limited amount of timing adjustment. Any attempt to exceed this adjustment amount is not permitted. No modification to the hold down bolts or to the plate is permitted. No other modification to any of the ignition components that changes static timing is permitted beyond what the SKUSA plate allows.

20.3.2.17.3. Coil: Must be OEM 1999 with no modifications. The lead and ground wires can be replaced to facilitate mounting. No ignition advance control can be performed with the coil. Ground cable type and size are non-tech.

20.3.2.17.4. Starting System: Use of a Hegar Quick Start System is approved.

20.3.2.18. Ignition interrupt/Aftermarket shifting systems: Speed shift/no-lift shift systems are not allowed. Connection between shift lever and J-arm must be solid (other than spherical rod ends). No air bottles, air pumps or any other methods may be used. Exemptions may be granted here by the Technical Director or for special needs drivers.

20.3.2.19. Carburetor: The approved carburetors are: For S5 – Keihin 38mm PWM Sudco part # 16-170. For all other Spec Honda classes – Keihin 38mm PWK Sudco part # 16-153; Keihin 38mm PWM Sudco part # 16-170. Note that the Sudco part numbers and website <http://www.sudco.com/keihin.html> are supplied for reference only. Pump around systems are allowed. Carburetor bore measurement will be determined at the engine side of the slide. Bore may not exceed the designated maximum diameter of 38.6mm in an area .400" (10mm) wide measured inboard of the slide. No additional performance components may be added to the carburetor. No internal or external performance modifications to the carburetor are allowed, such as polishing, boring (including oval boring), or modifying internal passages. Pictures of both allowed and not allowed carburetors are available at <http://www.superkartsusa.com/rulebook/1175-stock-honda-carburetor-examples-showing-permitted-and-not-permitted-versions.html>. Aftermarket float bowl drains that facilitate jet changes and jet needle vibration absorbers (such as used on motocross carburetors) are acceptable. See the event technical director for approved versions.

20.3.2.20. Air Box, Air Cleaner:

Stock Honda (all but S5): Drivers may use an air box or optional air cleaner (unless regulated by track). If an air box is utilized, it must be in stock form with NO MODIFICATIONS to the box or the inlet tubes. Air boxes may have up to 3 inlet tubes, each not to exceed 29mm +/- 1mm inside diameter and 95mm minimum length. Approved air boxes are limited to CIK approved and RLV.

S5 must use RLV airbox with (2) 23mm inlet tubes. RLV Part Number 0300 Red and 0301 Black.

20.3.2.21. Reed Cage, Manifold and Reeds: The reed cage and manifold must remain stock 1999 OEM CR125 (Honda Part Number 16221-KZ4-A10 – marked KZ4M) with no modifications. The reed cage must be 1999 CR125 (PN

14100-KZ4-J11). For longevity reasons, aftermarket replacement reeds will be allowed, including mono reeds or stiffeners. Note that this only allows reeds that may be installed without modification to the 1999 reed cage and does not permit multi-stage reeds.

20.3.2.22. Gaskets, Bearings, and Seals: All bearings and seals must be OEM for the stated model years. No modifications, including treatments, are permitted. Gaskets must meet OEM specification, which includes thickness and number of gaskets used. Head gasket maximum thickness .010" on non-embossed portion of gasket. The use of common sealants on gaskets and the periphery of seals is permitted.

20.3.2.22. Water Pump: Water pump and housing must remain OEM. No modifications to impeller or housing of any kind are permitted.

20.3.3 KZ Engine Specifications: The intent of SKUSA is for KZ to run under the current CIK/FIA Regulations with minor deviations as posted for the event. ALL current CIK-FIA Rules and Regulations for KZ engines, standards and their components will be enforced, unless specified otherwise in this rulebook. The approved engines are those currently or formerly approved by CIK-FIA.

20.3.4 Swift, X30, KA100 and SSE Engine Specifications: All engine specifications shall be per the SKUSA website PDF links and rules below. The basic intent of the class is to run the engines as supplied by the manufacturer without modification or substitution of components. All engines used in SKUSA competition must be USA models originally sold in the USA.

20.3.4.1 Links to Engine Spec PDFs:

www.superkartsusa.com/rulebook.html

20.3.4.2 Carburetors, Air Box (Inlet Silencers) and Adapters

20.3.4.2.1. Carburetors: OEM as supplied from the engine manufacturer.

Throttle shaft, butterfly and butterfly screw must remain stock. Surface finish of venturi and bore must remain as manufactured. All dimensions shown in PDF apply, no additional machining permitted.

20.3.4.2.2. Air Box/Inlet Silencer: (Note special requirements for IAME Micro/Mini Swift, IAME X30, KA100 and SSE as posted in PDFs.) The position of the air box is non-tech. No stickers, graphics, painting, coating or decals allowed on airbox. The only addition allowed is a single strip of sealing tape at the boot or at the joint on the SSE airbox. Air box or air cleaner must remain installed and intact during all competition sessions until technical inspection. A dislodged air box is grounds for disqualification. However, if dislodged on track, a mechanical black flag may be shown. If a mechanical black flag is shown and obeyed, the competitor will receive points or qualifying time up to the lap where the flag was displayed. If the rubber adapter is reversible, it may only be cut on one side, the unused one located in the body of the silencer.

20.3.4.3 Starter Batteries: Must be of a sealed or dry cell design. All batteries

used must be of enough capacity to start the engine.

- 20.3.4.3.1. Mounting:** All batteries are to be labeled with the kart number and class. THIS IS A TECH ITEM. They are to be affixed in one of the following manners: (1) Factory IAME box and strap with one 175-lb tie wrap, or (2) Aftermarket battery box with minimum of two 175-lb tie wraps, at least one of which is installed around the chassis.
- 20.3.4.4 Starters:** It is expected that the competitor can demonstrate on-board starting when requested by a tech official.
- 20.3.4.4.1** In the event of a starting system component failure, an auxiliary starter may be used without penalty. The intent of this rule update is to allow temporary auxiliary starting for engines in the event of a starter system failure. It is not intended to replace the on-board system. Use of an auxiliary starter on consecutive race days may result in penalties being assessed. A small hole is allowed in the side pod to facilitate the use of an auxiliary starter in the event of starting a 'loaded up' engine. The use of universal joints to clear a non-drilled side pod is discouraged.
- 20.3.4.4.2** Regardless of the starting method employed, all starting system components (including charging system) must always be installed per OEM specifications. Failure to comply with this requirement will result in disqualification.
- 20.3.4.4.3** Any competitor using auxiliary starting may be subject to additional tech to verify complete starter system installation and legitimate component failure at the discretion of the Race Director.
- 20.3.4.5 Clutch:** OEM as per engine manufacturer PDF. Clutch engagement must not exceed 6000 RPM (Swift 5000 RPM). Slip must not be adjustable. Clutch components may not contain significant amounts of any oil or grease. Saturated friction surfaces are grounds for exclusion.
- 20.3.4.5.1** Test procedure: With driver in kart, attach remote tachometer or utilize on board tachometer. In the event of dispute, the remote tachometer is the official version. Place ¾" square tube in front of one rear wheel, competitor then applies sufficient throttle to run over tube. Must not exceed maximum permissible slip RPM.
- 20.3.4.5.2** Optional test procedure: Place kart on stand in a safe location with axle free to turn with no obstructions. Start engine. Apply throttle a few times to ensure response. Holding throttle and brake on at same time, apply full throttle against full braking without tire rotation. It may require a few attempts to get a clean pull. Read either competitor's gauge or have a clip-on tech gauge to read RPM at highest reading. RPM's exceeding 6000 for X30's (5000 for SWIFT) are non-compliant. A specified carburetor setting may be required.
- 20.3.4.6 Exhaust:** All exhaust components – including header, "flex" (solid or flex pipe as supplied) and exhaust pipe – are to remain intact during the race and until technical inspection. **Intact** is defined as complete as

manufactured with no cracks, modifications, or missing components. Leaks at the flex or header juncture or at end cap may result in penalties. It is highly recommended to seal these areas with silicone sealant. **No repairs are allowed without prior approval of the Technical Director.**

X30 Junior: Exhaust restrictor as supplied by IAME: 26mm header (part # PNX30125368A).

Micro Swift: Exhaust restrictor (16mm) as supplied by IAME (part # A85365).

KA100: Exhaust restrictor as supplied by IAME: 22mm header (part # IAH-02011).

20.3.4.7 Cylinder damage: Cylinders that have internal damage may not be acceptable for SKUSA competition. Small nicks in one port from debris such as broken circlips, ring segments and the like are acceptable on any edge of the port. Larger damage on the top of the port is not acceptable. Damage from wrist pin damage resulting in grooving of the cylinder above the port is not acceptable. It is strongly recommended that any questionable cylinder be approved in advance, at the Tech Director's discretion for a specific event.

20.3.4.8 Crankcases: Main bearing pockets may be repaired with inserts, but the crankshaft centerline must not be altered. All other dimensions must remain as published in the specifications.

20.3.4.9 Piston/Wrist Pins/Ring: As supplied by manufacturer; must conform to dimensions in PDF. No modifications allowed. Circlips are non-tech.

20.3.4.10 Radiator (X30 and SSE): One aftermarket radiator allowed to replace the IAME radiator, subject to the following: No auxiliary fans; No additional scoops, air dams or other aerodynamic additions, Water pump is non-tech but must be powered from axle. Electric pumps not allowed. Thermostat optional. Height 50cm maximum from ground (excluding filler cap). Maximum dimension: Height: 19.5" Width: 12" Depth: 3.250" (496mm x 305mm x 83mm). Shield on rear allowed to prevent damage from track debris.

20.3.4.11 Spark Plugs: Only the following spark plugs may be used: Swift: NGK BR_EG or B_EG or DENSO W_ESZU or Autolite AR50, AR51, AR52 and AR53.

X30 and KA100: NGK R6252K-105 or NGK R6254E-105. In the event of a declared rain race, NGK BR10EG may be used.

SSE: NGK R6252K-105, NGK R6254E-105, NGK BR10EG, NGK B10EG.

20.3.4.12 Spark Plug Caps: Only the following are allowed: PVL (IAME part number 10544) or NGK (Part number TB05EMA).

20.3.4.13 KA100 and SSE: Have maximum ignition timing limits; see current PDF online.

20.3.4.14 Squish measurement: Both sides of squish measurement must meet minimum dimension. Averaging is not permitted.

30. EVENT OPERATIONS

30.1. RACE OFFICIALS

30.1.1. Race Director: The Race Director is the head official at all SKUSA sanctioned events. The responsibilities of the Race Director include all decisions on matters of competition, rule interpretation, and disciplinary action. It is the Race Director's obligation to certify the legality of all aspects of the competition, including timing and scoring, vehicle conformity, fuel and engine legality. Decisions by the Race Director are final. *Only the Appeals Board can overrule the Race Director.*

30.1.2. Grid Steward: The Grid Steward directs all grid operations, including dispatching karts to the grid, supervising the grid alignment, overseeing the entry of karts onto the track and that all karts comply with published safety and technical guidelines.

30.1.3. Starter: The starter oversees all infield personnel and is in control of the racing surface during all competitive activities. Responsibilities of the starter include maintaining a safe, competitive environment on the track and displaying the appropriate flags of competition. The Black Flag will only be given upon the Race Director's approval.

30.1.4. Technical Director: The Technical Director is in charge of all pre and post-race inspections to insure that all karts comply with published safety and technical guidelines. The Tech Director oversees all technical staff and reports any and all infractions concerning safety and technical issues to the Race Director.

30.1.5. Other Officials: The Race Director will appoint other officials as considered necessary for race operations. These officials may include, but are not limited to, registration, timing and scoring, pit area, etc.

30.2. RACE PROCEDURES

30.2.1. Pre-Grid: Holding area for the next class or group – the 'on-deck position.' The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Kart stands allowed.

30.2.2. Grid: Area for the final inspection and alignment of the class prior to releasing them to the racing surface. Once vehicles are released to the racing surface, all competitors are under "Race Conditions" and the direction and control of the Race Director. Kart stands not allowed.

30.2.3. Racing Surface: Once released from the grid, the competitor is on the racing surface (track).

30.2.4. On-track assistance: Once on the racing surface, forward to the point where the competitor clears post-race tech, no person may assist the competitor unless directed to do so by the Race Director. A course worker is not required to help restart the kart. Karts stalling on warm-up laps or experiencing difficulties in keeping the warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the grid is subject to being placed at the rear of the field. Any such vacancies on the grid will be left OPEN. Any driver stalling while in position on the grid must raise his hand immediately. An effort **may** be made on the part of the grid staff to restart the kart one time only. Should this not occur, the driver is obligated to immediately remove his kart from the racing surface. If a stall occurs after the 5-second notice, the driver must raise his hand immediately and STAY IN THE KART until the field has cleared the grid.

30.2.5. Qualifying: ~~No bump drafting is allowed.~~

30.2.5.1. 107% Rule on qualifying times may be enforced.

30.2.5.2. 101% Rule (Split Group Qualifying): If, during qualifying, where a class is large enough to have been split into two groups AND there is inclement weather, the 101% rule shall be applied. The 101% rule is defined as follows: If the fastest time in Group A and the fastest time in Group B are separated by more than 101%, and there was an adverse course condition for only one group, they will be merged for heat or pre-final racing by their order in their session, and not by their comparative time. If they are less than 101%, they will be merged, as normal, by their comparative time.

30.2.6. Delays of Start: Any action, or lack thereof, that results in delaying the event will result in penalties for the associated driver. A driver stalling on the grid must, first and foremost, raise both hands to signal trouble. Where possible, a grid official **may** assist in a restart effort. Failure to restart will result in officials ordering the kart and driver to a safe position off the racing surface.

30.2.7. Race Starts

30.2.7.1. Standing Start: One or more warm up laps are provided with the field staying in line-up position. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast format, coming to a complete stop and waiting for the starter's signal to go. It is the driver's responsibility to know their proper position.

30.2.7.1.1. Flag Start: Once the field is set:

1. The flagman will raise his non-flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five-second "window" count.
2. The flagman will throw the green flag at any time within the five-second window.

30.2.7.1.2. Light Start:

1. At some specific event(s), a light starting system may be implemented. Details will be explained at the drivers' meeting.

30.2.7.2. Rolling Starts

30.2.7.2.1. Starting Grid

- 30.2.7.2.1.1.** The starting grid will be finalized (closed) 5 minutes prior to the release of the field onto the racing surface. Note: This time is approximate (5 minutes will be the maximum) and is at the sole discretion of the Pre-Grid "A" official.
- 30.2.7.2.1.2.** An announcement may be made over the PA system and/or a sign may be posted at the rear Pre-Grid "A" noting the grid closure.
- 30.2.7.2.1.3.** Karts that arrive to the grid, or are delayed on the grid, after the field has been released to the track may be allowed to join the field -- if the field has not passed the commitment line and if allowed to do so per the Race Director. However, they must take a position at the rear of the pack, provided the race has not commenced. If the race has begun, or if in the interest of safety it is deemed unsafe by the Race Director to enter the racing circuit, the competitor shall be excluded from that particular race.
- 30.2.7.2.1.4.** Empty positions prior to grid closure will be filled by reordering the field. Example: Kart in P6 (outside row 3) is missing from Pre-Grid "A". P7 would move to outside row 3, P8 to inside row 4, P9 to outside row 4 and so on.
- 30.2.7.2.1.5.** Once the pack is released to the track, if a driver drops out of formation prior to the start, the karts directly behind the absent driver will move forward to fill the void.

30.2.7.2.2. Start Zone Procedure

- 30.2.7.2.2.1. Formation:** The Pole Sitter shall lead the field, when directed, from the pre-grid onto the course and proceed at a reasonable speed to the Formation Cone. When the Pole Sitter reaches the Formation Cone, signified by a blue cone, they shall reduce their speed to normal pace speed. Pole Sitter will continue to pace the field until the Commitment Cone. Drivers may advance to their original starting position until they reach the Commitment Cone. Once the Commitment Cone is reached, they may not advance their position any further, and the pre-grid is closed.
- 30.2.7.2.2.2. Start Zone:** The Pole Sitter will lead the field towards the Start Zone at normal pace speed (approx.

20 MPH) to the Start Zone. The Start Zone is defined by two (2) sets of blue cones spaced 40-60 feet apart depending on the facility and Start or Start/Finish location, and may be adjusted as necessary by the Race Director. The Pole Sitter, once they have broken the plane of the first set of cones, may start the race at any time and at their discretion.

Should the Pole Sitter not start the race by the time they break the plane of the second set of cones, the race will automatically start. When the Pole Sitter starts the race, or when the plane of the second set of cones is broken, the Head Flagman will use a green flag or light to signify the race has started. There are no aborted starts due to the Pole Sitter or outside Pole starting the race prior to the first set of cones. Should either driver in the front row jump, the race will start and a jump start penalty will be assessed.

30.2.7.2.2.3. Aborted Start: Should an incident occur while the field is approaching the Start Zone, the Head Flagman may abort the start for safety reasons only. The field will complete an additional lap at pace speed and return for a second attempt. An aborted start will automatically result in the reduction of the race by two (2) laps.

30.2.7.2.2.4. The field will be given a minimum of one warm-up/formation lap.

30.2.7.2.2.5. During the warm-up/formation lap(s), karts will maintain their grid positions. It is the driver's responsibility to retain the proper grid position, and the starter is not obligated to allow any additional formation lap to allow a driver who has lost position to regain it. During the formation lap, a driver who is delayed or has lost his grid position may attempt to regain it only if it does not affect any other driver and must occur prior to reaching the commitment line. If a driver intentionally starts out of position, that driver will be penalized at the Race Director's discretion -- up to and including penalty #9 disqualification.

30.2.7.2.2.6. Drivers should make every effort to stay one kart length behind the kart in front of them. Failure to do so may result in a penalty at the Race Director's discretion.

30.2.7.2.2.7. The pole position driver will control the pace of the warm up/formation laps. The P1 driver should modulate the pace such that it is possible for the field to maintain good order by the time it enters the straight on which the start line is located. If the P1 driver does not live up to this responsibility (excessive speed, brake checking, etc.), that driver may be penalized positions, including

being moved to the back of the pack.

30.2.7.2.2.8. If a kart stops during any warm-up/formation lap:

30.2.7.2.2.8.1. The driver may not attempt to restart until the entire field has passed.

30.2.7.2.2.8.2. The driver must push the kart to a safe spot before attempting to work on it. No assistance can be given to the driver (other than on-track personnel). Working on the kart in an unsafe spot causing a delay to the start of a race may result in a DQ.

30.2.7.2.2.8.3. The driver may rejoin at the back of the formation, but must not try to regain their grid position. Should a driver attempt to move up through the field, or attempt to start in front of the field in the hope the leader will overtake them, they will receive the black flag and be excluded from the race.

30.2.7.2.2.8.4. Similarly, should a driver, without stopping, fall behind the entire field, they must remain at the rear for the start and not attempt to regain their position. Any infringement will result in a black flag penalty.

30.2.7.2.3. Start

30.2.7.2.3.1. No further karts will be allowed out of the grid onto the track once the start signal has been given and the race has begun, even if the start is aborted.

30.2.7.2.3.2. At the Race Director's discretion, penalties may be assessed at the end of the race for the following infractions:

30.2.7.2.3.2.1. Breaking out of line prior to the green flag for reasons other than contact avoidance.

30.2.7.2.3.2.2. Bumping or pushing.

30.2.7.2.3.2.3. Aggressive maneuvers that lead to contact between karts deemed avoidable by race officials.

30.2.8. Rejoining Field After Start: An effort may be made by a driver to rejoin the race after the green flag has been given, unless directed to the contrary by a race official. However, failure to restart safely before the field completes the lap will result in being ordered safely off the circuit for the duration of that race.

30.2.9. DNS, DNF: Any driver failing to cross the start line after the green flag (race start) will be scored DNS. In the absence of a Hot Pit, once a kart returns to the pits during a race, it cannot re-enter the track and will be marked as a DNF.

30.2.10. Restarts: Restarts will be a single file, rolling start in the same order as the last fully completed and scored green flag lap prior to the

red or full course yellow condition. A lap is considered complete once all running, lead-lap karts have crossed the finish line to complete a uniform number of laps OR when the leader crosses the finish line to begin the next lap. Karts that caused or were involved in the incident resulting in the need for a restart may be required in the case of a full course yellow flag, or will be required in the case of a red, to restart at the rear of the field. In the case of a red flag, drivers, unless otherwise directed, must make their way to the start/finish line and await restart alignment instructions. If the track is blocked due to a red flag incident and one or more competitor(s) stop in full control of their kart and are not involved in the incident, the Race Director has discretion, when the track is clear and safe, to allow the competitor(s) to continue to the start/finish line and be placed in grid position determined by the last completed and scored lap. NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director. Drivers are prohibited from working on their karts during a red flag condition. Drivers waiting for restart may not go to the pits. Crewmembers may not approach the kart or driver for restart or work until, and only if, directed to do so by the Race Director. Passing may begin once the green flag/light is shown.

30.2.11. Red Flagged Events: In cases where a race is halted due to a red flag, two methods exist regarding restarts:

30.2.11.1. Method #1: The red flag was displayed before the completion of one half of the total scheduled laps or distance. In this situation, the race will be restarted as a rule, conditions permitting.

30.2.11.2. Method #2: The red flag was displayed after the halfway point. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (red flag) lap will be negated. Drivers involved in the red flag incident will be scored behind the last running kart in the lineup and not in the position they were in on the last completed green flag lap. Restart rules apply for scoring.

30.2.12. Race Completion

30.2.12.1. All races will be run until the leader has completed the prescribed distance. If conditions prevent the completion of the prescribed distance, the race will be considered officially completed if half of the prescribed distance is completed.

30.2.12.2. When an event is halted due to adverse conditions, the event may be rescheduled. The rescheduled event shall start with the incomplete portion of the previous race and all original entries shall start in the same position as when the race was stopped. If the race cannot be rescheduled, and is cancelled prior to the end of all heat racing, all entered competitors will be given 100 points. If a

feature line-up has been determined, or if a feature is less than halfway completed, points shall be awarded as to the lineup position or the last fully completed and fully scored lap in the session.

30.2.12.3. Weighing/Scales: Competitors are required to scale at the end of each competition session. Scaling is optional during practice sessions, unless otherwise directed onsite. Failure to meet the minimum class weight in a competition session will result in disqualification for that session.

30.2.12.3.1. The scale in use will be designated the “Official Event Scale.” All weights obtained on this scale will be considered “official.” If two scales are used at an event, you will be assigned an “odd” or “even” scale. At no time, practice or competition session, are you allowed to use the scale not assigned to you. Penalties may be assessed if the wrong scale is used.

30.2.12.3.2. In the event of a disputed weight, the competitor will be allowed two re-weighs, with the competitor in the seat in normal driving position. The scale will be zeroed prior to the re-weigh. Standing in various positions on the scale platform during re-weighs to attempt to obtain the highest weight is not allowed.

30.2.12.3.3. Driving onto the scale is subject to DQ for the session and/or the entire event. Additionally, damage caused by driving onto the scale may result in a monetary fine to the driver for repairs or replacement.

30.2.12.3.4. SKUSA officials may elect, for expediency purposes, to not weigh the entire field during some portion of the competition.

30.2.12.3.5. Competitors are not allowed to have contact with any other person prior to scaling (other than accepting the allowed water). Any passing of items, such as a tire pressure gauge, is not allowed and will result in penalties.

30.2.12.3.6. Competitors are expected to remain with their karts until scaled.

30.2.12.4. Technical Inspection: The top five (5) competitors in each official session shall report to the tech area and not leave until released by a tech official. It is the competitor’s responsibility to determine if they are to proceed to the Tech Inspection area. The tech officials may check more or fewer karts as they deem necessary.

30.2.12.4.1. Tech Inspection Area: Only the driver and one tuner/ mechanic are allowed in the tech area unless cleared by one of the tech officials.

30.2.12.4.2. Tech Tools: It is expected that each entrant reporting to tech has enough common tools to perform disassembly under the direction of the tech officials. Repeated failure to have the required tools may result in penalties.

30.2.12.4.3. Failure to Report to Tech: A competitor's failure to report to the tech area immediately after the conclusion of a race event may lead to disqualification and/or suspension.

30.2.12.4.4. Refusing to Tech: A competitor's refusal of tech will result in disqualification and/or suspension.

30.2.13. Pit Rules (Cold and Hot)

30.2.13.1. Access: Only those persons who have signed a release and waiver of liability will be allowed in the general pit areas. SKUSA is empowered to determine the number of persons per entry that may be permitted access to the pit area and to revoke permission as may have been granted to any individual for misbehavior, non-compliance with the competition regulations, or disobedience to a race official's orders.

30.2.13.2. Fluid Disposal: No fuel, gear oil, or coolant may be disposed of at a SKUSA event. If no officially designated container is provided for disposal of specified fluids, all such fluids and their disposal are to remain the driver's responsibility.

30.2.13.3. Hot Pit Entry/Exit: All drivers must enter and exit the hot pit area at designated pit entrance and exit only. When entering or exiting the hot pit area, during practice or a race, a driver shall yield the right of way to all other competitors already on the track. The entering or exiting drivers must stay out of the fast groove until the kart is up to racing speed and able to merge with traffic safely.

30.2.13.4. Tire Disposal: All competitors are obligated to take charge of their used or junk tires in a responsible manner, and shall initiate such responsible action by taking their used and junk tires with them upon leaving the racing facility. Teams or individuals caught in violation of this rule are subject to severe penalties.

30.2.13.5. Generators: Effective 3/31/17, SKUSA will enforce the decibel levels set by the UL Industries regarding generator noise limits. Generators for use in the paddock area may not exceed 65db (under full load). For clarification, generators sold as camping/recreation are rated with a certification of 60db under load and 52db at idle. Other generators do exist as "construction grade", which are not covered by this standard. Any generator operating at a SKUSA-sanctioned event will be held to the UL rating of 65db under max load. All others will be considered non-compliant and will be asked to cease operation. Penalties will be levied against the competitor of the event for non-compliance.

30.2.13.6. Crew in Hot Pit: The hot pit, if such exists, is reserved for the exclusive use of competing karts and their support crew. The number of such support persons may be limited and is subject to the control of the Race Director/Race Director.

30.2.13.7. Signals: Unless a kart is actually in the pit, only one crewmember will be in front of the pit for signaling and only for the length of time needed to accomplish the actual signaling operation.

30.2.13.8. Warming of Tires: It is non-conforming to scrub, warm or heat tires, in any manner, in the pits and pre-grid. This includes using heat to scrape to remove excessive rubber.

30.2.14. On-Track Conduct: Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

30.2.14.1. Signaling Procedure: A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line and point the approaching kart(s) to the safest side to pass.

30.2.14.2. Blue Flag/Lapping Procedure: A driver will signal the safest side for the faster, lapping kart to pass. The driver is not to block or race the lapping kart. The overtaking vehicle may or may not be right behind the kart being lapped. Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being lapped will be overtaken before that driver completes the present lap. It may well be by more than one vehicle, often indicated by fingers from the official presenting the flag. Failure to respond to this flag and to properly yield may result in a penalty.

30.2.14.3. Track Re-entry: *Competitors must always raise a hand when re-entering the track.*

30.2.14.3.1. A kart that intentionally or inadvertently cuts the track, a corner, and/or has 4 wheels off the racing surface must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, the driver must stay out of the racing line until the kart is up to racing speed and able to merge with traffic safely.

30.2.14.3.2. If an accident or unsafe situation results upon re-entry, a penalty for "Reckless or Dangerous" driving may be imposed. Cutting the course during qualifying or racing, regardless of whether position(s) were gained or lost, may also be subject to penalty. This judgment is at the sole discretion of the Race Director and may be based on reports from corner flag stations or the head flagman. Any driver that commits a driving procedure infraction is subject to penalties per section 30.3.6 below.

30.2.14.3.3. Karts that leave the track or stop on the track must, first and foremost, get themselves and their kart to a safe position and out of the way of others. Only after taking care of safety concerns may they attempt to restart. All such attempts must be conducted in a safe manner and under the driver's own power. At ALL times, a driver's privilege to attempt to restart is subject to track official's instructions and interpretation of "safe

to do so."

30.2.14.3.4. A driver is not to expect corner workers to assist his re-entry/restart. If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart until the race is completed.

30.2.14.4. Rough Driving: Rough driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is "no contact." Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rules, depending upon the incident in question. Officials will spot such infractions and take the prescribed action. SKUSA shall employ the assistance of all race officials to identify rough driving.

30.2.14.5. Blocking: Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. Blocking is considered when a driver makes more than 1 move off the preferred racing line on a given straightaway.

30.2.14.6. Inadvertent and Unwilling Participants: Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving, but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. As a rule, no compensatory action can or will take place about the violated competitor(s). All actions in such situations will be taken toward the violator.

30.2.14.7. Prescribed Action: Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is NOT subject to a warning rolled black flag, but instead a full waving black flag. Ignoring a black flag is grounds for event disqualification. All such calls, with the utmost consideration of the officials, will be final. *Some contact results from missed shifts and will be judged by the official.*

30.2.14.8. Repeated Violations: Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties.

30.3. EVENT FORMAT

Race Sessions: The number of race sessions (heats, qualifiers, LCQ's, mains) will be determined by the Race Director based on the entry count, venue limitations and/or weather conditions. In the event of qualifying heats, aggregate point ties will be broken by qualifying time. Note: 107% rule on qualifying times may be enforced. Example: pole time is 50 seconds, 107 X 50 equals 53.50 seconds (maximum qualifying time allowed)

to compete).

30.3.1. Tires

30.3.1.1. Spec: Tires (including rains) are spec for all classes; such spec will be announced a minimum of 30 days prior to an event.

30.3.1.2. Marking: Tires will be marked, scanned or sequestered after qualifying. In regional events, competitors must race all heats, LCQ's, pre-finals, and features/finals on the same tires used to qualify. In National events, additional sets of tires may be allowed at the Race Director's discretion. Likewise, some classes may require the same tires to be used for more than one competition day. Unmarked or improperly marked tires at the end of any race session will result in a disqualification. While you must use the correct tires for the day, it is not required to have those tires new at qualifying unless specified in the event Supplementary Rules (ie., Info Sheet).

30.3.1.3. Replacement: A "one-for-one" tire replacement of a tire that has been damaged during racing may be approved by the Tech Director, Race Director, or Tire Desk Manager. Tire(s) replaced without the proper approval will result in a disqualification. Replacement tire will have a measured tread depth equal to or less than the measured tread depth of the tire being replaced.

30.3.1.4. Rain Race: The decision to declare a race a rain race is at the discretion of the Race Director.

30.3.1.4.1.1. At all times, it is at the discretion of the competitor to determine what authorized tires to utilize depending on track conditions, which is generally a decision between a specified slick tire and specified rain tire.

30.3.1.4.1.2. The Race Director reserves the right to remove a competitor if their choice of tire presents a dangerous situation.

30.3.1.4.1.3. If the competitor chooses to mount authorized rain tires for use in the session, they are allowed to enable rules for airbox shielding and spark plug type for wet weather conditions as documented herein. Additional rules may be posted on event regulations.

30.3.2. Fuel/Oil: Fuel and oil are spec items and unless competitors are notified otherwise, both will be provided at the event by the promoter.

30.3.3. Points System: Points are based on finishing order in the Heats/Pre-Finals and Main Events as detailed below.

Heat/Pre-Final Finish Points

1st	100	12th	50	23rd	28	33rd	12
2nd	90	13th	48	24th	26	34th	11
3rd	80	14th	46	25th	24	35th	10
4th	75	15th	44	26th	22	36th	9
5th	70	16th	42	27th	20	37th	8
6th	65	17th	40	28th	18	38th	7
7th	60	18th	38	29th	16	39th	6
8th	58	19th	36	30th	15	40th	5
9th	56	20th	34	31st	14		
10th	54	21st	32	32nd	13		
11th	52	22nd	30				

Main Event Finish Points

1st	200	12th	96	23rd	42	33rd	26
2nd	180	13th	90	24th	40	34th	25
3rd	170	14th	84	25th	38	35th	24
4th	160	15th	78	26th	36	36th	23
5th	150	16th	72	27th	34	37th	22
6th	142	17th	66	28th	32	38th	21
7th	134	18th	62	29th	30	39th	20
8th	126	19th	58	30th	29	40th	19
9th	118	20th	54	31st	28		
10th	110	21st	50	32nd	27		
11th	102	22nd	46				

30.3.3.1. Bonus Points: The Top Qualifier may earn an additional 10 points. The Fastest Lap in Main may earn an additional 10 points. There may be a tough guy rain bonus of 100 points offered to any and all drivers that complete at least one full lap after the race has been declared a rain race by the Race Director. See each event website for additional details or event-specific points/prizes.

30.3.3.2. Championship Ties: Will be broken by the number of times one driver has beaten the other in all main events of the season. Heat/pre-final races will be considered as well, if necessary.

30.3.4. Disqualification:

30.3.4.1. Drivers DQ'd from qualifying shall start at the rear of the heat race field.

30.3.4.2. Drivers DQ'd from the first heat race will be placed at the rear of the next heat.

30.3.4.3. Drivers DQ'd from an LCQ are not eligible to advance to the feature.

30.3.4.4. Drivers DQ'd from the main feature do not receive points or

other awards.

30.3.4.5. Conduct DQs shall always be more severe than technical DQs.

30.3.5. Flags: Each competitor is responsible for the adherence to the following flag signals. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the Race Director.

30.3.5.1. Green Flag: Is displayed at the start of practice or competition. If the starter, after giving the green flag, decides to have a restart, he will throw a yellow and red flag or yellow and red lights. If this happens, all corner workers will go to a waving yellow flag.

30.3.5.2. Waving Yellow Flag: A yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in lap penalties.

30.3.5.3. Standing Yellow Flag (not waving): Continue at racing speed. Minimal danger ahead requiring driver's attention at next corner.

30.3.5.4. Double Waving Yellow Flags: Signifies a full course yellow when double waving yellow flags are displayed at the start/finish line and all corners are displaying double yellow flags. All competitors will line up behind the leader at a constant reduced pace and follow the restart procedure. Failure to comply with the double yellow flags will result in a black flag removal.

30.3.5.5. Red Flag: Indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down and be prepared to stop where directed by officials, preferably to the start/finish line. A driver may not enter the pits and may not work on the kart unless otherwise directed by the Race Director. The race order for the restart is determined by the last fully completed and scored green flag lap. Any kart involved in any red flag incident, under any circumstances, will go to the back of the field. If more than two karts are involved in a red flag incident, position at back of pack will be determined by last scored position in a fully completed lap. Any kart deemed to have caused the red flag may be eliminated from the race at the Race Director's discretion. **In the event of a serious incident, drivers may be required to receive medical clearance before continuing participation in the race.**

30.3.5.6. Blue Flag: Indicates that the driver is being overtaken by a faster, lapping kart. The driver being lapped is to make room for the faster kart and point to the safest side for the pass. The driver is not to race the lapping kart.

30.3.5.7. Black Flag: A Black Flag indicates that the driver has committed an infraction. If available, a sign board with driver number will be displayed to indicate the offending kart. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to the Black Flag will result in lap penalties or disqualification.

30.3.5.8. Rolled Black Flag: A rolled Black Flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the unrolled Black Flag will be displayed.

30.3.5.9. Black Flag with Orange Disc: Also called a 'meatball' flag, this flag indicates a mechanical issue or failure on the driver's kart, making it hazardous to stay on track. The driver must immediately report to the pits.



30.3.5.10. Yellow Flag with Red Stripes (debris flag): This flag may be displayed as a courtesy flag and is not always available. It signifies a significant reduction in traction or grip on the racing surface due to the presence of foreign materials. It usually is displayed until the entire field has been made aware of the hazard. It is permissible to overtake another driver when this flag is being displayed.

30.3.5.11. White Flag: Indicates that the race has one more lap.

30.3.5.12. Checkered Flag: A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.

30.3.5.13. Crossed Flags: A set of crossed flags (Green & White) is displayed to indicate that the race is at the halfway point.

30.3.5.14. Two Vertical Flags, Side by Side: Represents two laps remaining in the race.

30.3.5.15. Checkered Flag waving with a Black Flag: A checkered flag displayed at the finish of competition with a black flag indicates that the results of that session are under protest, and a final result is pending the Race Director's decision.



30.3.5.16. Investigation Flag: A black and white flag shown by the Head Flagman may be displayed motionless with a number board to inform a driver that they are under investigation for potential unsportsmanlike conduct on track. The Investigation flag, called by those officials approved by the Race Director, is for information purposes only and does not guarantee a penalty will be assessed. Should unsportsmanlike conduct continue by a driver under investigation, SKUSA retains the right to issue the black flag if it deems necessary.

30.3.6. Penalties: This updated list of penalties will be a general guideline for all SKUSA racing on both the regional and national levels. The Race Director on site will always have the right to adjust as needed, depending on the severity of the offense and its impact on the event.

GENERAL		
Penalty List	Specifics	Penalty
Late Tire Pick Up	Applies to Sat & Sun	Qual: Loss of Fast Lap
Failure to Attend Driver Briefing	Applies to Sat & Sun	Qual: Loss of Fast Lap
Enter Race Control		Disqualification for Round
Verbal Attack Towards Official or Competitor		Disqualification for Round
Physical Attack Towards Official or Competitor		Disqualification for Event
Disregarding Officials Instructions	Qualifying	Loss of Fast Lap
Disregarding Officials Instructions	Racing	10 Seconds
SAFETY		
Penalty List	Specifics	Penalty
Loss of Weight/Tire/Battery/Camera	Practice	Loss of Next Session or loss of fast lap in qualifying
Loss of Weight/Tire/Battery/Camera	Qualifying/Racing	Disqualification from Session
Loss of or broken Bodywork	Nose/Sides/Rear	Removal
Loss of or broken Fairing	Except lower connection only	Removal
Pipe not secured		Removal
Passing Under Yellow: Practice		Removal or Miss Next Session
Passing Under Yellow: Quals		Loss of Fast Lap
Passing Under Yellow: Racing		10 Seconds
Unsafe Re-Entry	Practice	Removal
Unsafe Re-Entry	Qualifying	Loss of Fast Lap
Unsafe Re-Entry	Racing	10 Seconds
Leaving/Abandoning Kart on Track		Disqualification from Session
QUALIFYING		
Penalty List	Specifics	Penalty
PBB (Push Back Bumper System)	Per Incident	Loss of Fast Lap
Avoidable Contact	Per Incident	Loss of Fast Lap
Track Limits	Qualifying	Loss of Fast Lap

RACE STARTS		
Penalty List	Specifics	Penalty
Jump Start		3 Seconds
Pushing at Start		3 Seconds
Out of Line at Start	2 Wheels	3 Seconds
Out of Line at Start	4 Wheels	5 Seconds
Advancing after Commitment Cone		10 Seconds
Scrubbing Tires	After Formation Cone	3 Seconds
COMPETITION		
Penalty List	Specifics	Penalty
Push-back bumper	One side	3 Seconds
Push-back bumper	Two sides	5 Seconds
Avoidable Contact & PBB	One penalty for initial AC call & PBB	5 Seconds
Avoidable Contact	Careless	5 Seconds
Avoidable Contact	Reckless	10 Seconds
Avoidable Contact	Dangerous	Disqualification from Session
Incident Responsibility	Careless	5 Seconds
Incident Responsibility	Reckless	10 Seconds
Incident Responsibility	Dangerous	Disqualification from Session
Impeding "Driving Down"		3 Seconds
Blocking		3 Seconds
Track Limits (where specified)		3 seconds
Cut Track	if advantage gained	5 seconds
Working on Kart under RED Flag		Disqualification from Session
Touching engaged PBB		Disqualification for Round
Unsportsmanlike Conduct		Disqualification from Session